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MARRIAGES.

On August 18th, at St. Andrew's Church, Chelsea, by the Rev. J. Lowndes, Vicar of the Parish, assisted by the Rev. Canon Estabrooke, Rector of Wilton, Chesh. Mr. MALCOLM HUXLEY, seventh son of the late Edward Logan, of Upton Lawn, Chesh., and of Mrs. Logan, of Upton Lawn, Chesh., and grandson of the late Lee Porcher Townsend, of Wilton Hall, Nantwich, Chesh., to Miss Vera-fourth daughter of the late Uvedale Corbett, of Ashfield Hall, and of Cranwall Hall, Chesh., and of Mrs. Corbett.

On September 30, at Shanghai, HENRY GEORGE WANDERLICH, of GORDON & LORENCE LOUINE HANLIN, of Bristol.

At Shanghai, HILDA CLARKE to EDWARD R. VENNEMAN.

HONGKONG OFFICE: 10A, DES VOGES ROAD C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 6TH, 1908.

It is not straining language to say that the shipping world, especially on both sides of the Pacific, is anticipating the beginning of November with very keen interest. That is the date from which the American transcontinental railroad lines, if present intentions are fulfilled on the part of the American shipping companies, will cease to secure import or export business by way of the Pacific. As the eventful day draws nearer, without fresh developments reported in the extraordinary situation with war, speculation as to the ultimate settlement has become greater. When the Interstate Commerce Commission came to the conclusion that rates between interior points in the country and non-contiguous foreign countries must be published, like domestic rates, the shipping companies recognized that the decision compelled them to abandon the ocean trade. The new rates from Chicago to San Francisco are stated to be higher than the rates from

Chicago to the Orient via Suez while on inward freight from the Orient the railroads will charge more than the whole present through rate from the Orient to Chicago and the East. There is practically no local business between San Francisco and the Orient, and the passenger business, according to the General Manager of the Pacific Mail steamship companies, does not pay the coal bills. The effect therefore is disastrous to the shipping business. Apparently no great blame is levied at the Commission which is believed to have interpreted the law correctly. The fault is charged to hasty legislation. And now we read that in consequence of this ruling America will no longer participate in the carrying trade of the Pacific. In other words the American shipping companies threaten to withdraw their ships and the Stars and Stripes will disappear from the Pacific Ocean. It hardly seems thinkable that this will really happen. When the United States is sending her battleship squadrons on the longest cruise ever undertaken by such large vessels, and is demonstrating her power in the Orient, it does not seem likely that the excellent impression created will be thus rendered nugatory. The development of the American mercantile fleet, has been watched with interest by a patriotic people, who are hardly likely to view with unconcern the disappearance of this fleet from the Pacific on account of the unnecessary restrictions and burdens about to be imposed. Yet those interested declare that the new ruling will drive American steamers off the Pacific, and if nothing is done to alter the situation such a course is not improbable. So long as American law requires the officers and the major part of the crews of ships to be American citizens, deep sea commerce in American bottoms cannot make great headway against the more cheaply constructed and more cheaply manned Japanese vessels. Two alternatives are suggested. Either American ships should be sailed with Asiatic crews, or—and this appears to be the crux of the whole matter—subsidies should be granted to enable them to compete with foreign vessels. Most of the American ships on the Pacific have been controlled or operated by railway companies, and the loss on the ships, has been made up by the profit on the railway. Now the railway companies see themselves fettered by having to publish their rates. They cannot lower the rates on domestic merchandise, and if they traded through goods to or from the Orient on the same lines the latter would be diverted to the Suez route. Hence their declaration to dispose of their ships. Should the Stars and Stripes disappear from the Pacific, America's loss will be Japan's gain. Other foreign mercantile marines will also benefit, but Japan will doubtless reap the richest harvest. Of course the foreign vessels will have to suffer greatly in respect to the railway transport in America, so the issue is not quite so clear as it appears at first sight. The view has been suggested that the whole matter, as regards the continuance of the Pacific steamship services and the raising of freight rates affecting the Atlantic trade (which was reported about the same time) is a purely domestic question in which the issues raised are solely between the companies concerned and the Government and which is not in the least likely to affect America's trade with the Orient. That seems a sensible view of the situation, and sharing that opinion we express the belief that some means will be found to avert the cessation of the American Pacific merchant service. The order of the Commission may be withdrawn or modified. Subsidies may be granted. In any event we do not think Americans are likely to stand idly by and see their commerce carried on foreign ships.

During the week ended the 3rd inst., not a single case of communicable disease was notified as having occurred in the Colony.

A fine of \$1 and \$10 compensation was the punishment meted out to John Tienan, a seaman from the s.s. "King George," who was brought before Mr. Kemp yesterday on a charge of assaulting the watchman in charge of the Kin Hing wharf.

The first canned goods factory has been started in Shanghai. Messrs. Tai Fong and Co., Ltd., are the proprietors, and their output consists of game, fish, fruit, vegetable, beef, and poultry, all of which are carefully tinned and can be sold at moderate rates.

It seems quite on the cards that our friend "Down South" will have his wishes for a musical comedy gratified in the near future. Although it still lacks confirmation, there is a rumour that the A.D.C. will produce "A Country Girl" this season.

Dengue fever broke out on the "Wakama," a small steamer leaving Hongkong, and when the steamer reached Hongkong the medical authorities ordered 29 men to be removed to the hospital, where two succumbed. Three deaths took place before the vessel came into port.

Mr. Walter Clennell, who for the last two years has been British Consul at Chinanfu, has been transferred to Hongkong and has succeeded by Mr. Bertram Giles. Mr. and Mrs. Giles are just lately out from a furlough in England. Previous to their furlough they were stationed in Changsha, Hunan.

The return of visitors to the City Hall Library and Museum for the week ending the 4th October, shows that of non-Chinese there were 387 to the Library and 162 to the Museum and of Chinese 206 to the former and 2,274 to the latter. The Library was, therefore, used by 593 persons and the Museum by 2,436.

An Indian sergeant found a native on Sunday carrying a very heavy load, and on examining it he found it consisted of a load of copper cents, \$50 in all. The sergeant declared he had brought it from Macao, but inquiries elicited the fact that he had broken into a shop in Queen's Road by means of removing part of the shutter. He was promptly taken into custody.

Berlone's refreshment rooms were broken into between Saturday night and Sunday morning, but curiously enough the robbers left the contents of the safe alone, missing a large haul of money and jewelry. They, however, appeared to have had a good time, having opened bottles of wine and partaken of cakes and chocolate.

Plague is on the increase at Tongshan, where the Chinese Engineering and Mining Co. mines are situated. Between 400 and 500 deaths have been recorded. The sanitary measures taken for the prevention of plague are greatly resented by the people, and it is feared that the efforts they make to evade the sanitary officials will result in the plague spreading in the province.

At the Magistrate's yesterday nine Chinese were placed in the dock charged with gambling. Among the number were two district watchmen. The first defendant was fined \$3, the second \$50, and the others \$3 with the exception of the district watchmen who were remanded pending further inquiries. A district watchman who assaulted the lakong who arrested the watchmen was also on the charge sheet for assault.

The British Consul, reporting on the trade and commerce of the States of Oregon, Washington, and Idaho, for 1907, indicates a remarkable increase in shipments of wheat to the United Kingdom and to China and Japan. He writes: "In these last two countries numerous mills have been established, and as there is a lower import tax on wheat imported into Japan than on flour, shipments of wheat may be expected to increase and those of flour to diminish." He comments that it is gratifying to note that British manufacturers are more than holding their own in decorated and undecorated earthenware.

An armed robbery was attempted at Causeway Bay yesterday morning. While the master and men of a cargo boat were asleep two men armed with iron bolts crept on board and proceeded to the cabin where the master was slumbering they bound his hands with a rope. One attempted to insert a piece of cloth in his mouth with the object of gagging him, but before this was accomplished the master yelled out "save life." This brought the felons to his assistance and the man who had tried to gag him was arrested but the other who had in the interval been collecting some of the crew's possessions dropped the articles and escaped. However, he was arrested later in the day. Both men will make their appearance before the Magistrate to-day.

Commenting on the postponement of the Japanese Exhibition, the Times says: "There can be no doubt that the decision to postpone the exhibition is wise if, as is stated, it would be impossible to make the necessary arrangements for the accommodation of a vast international gathering in the time available. The premature reception of the public is a vice to which organizers of exhibitions are much given."

As has to some extent been exemplified this year even in London, which may claim to be the mother of such undertakings. The scale of the necessary preparations is inevitably much greater in a country, like Japan, of which the material development on Western lines is an affair of still recent date. But the Japanese need feel no mortification at the decision to which Marquis Katara's Cabinet has come. The resolve to postpone the exhibition of Japanese industries is in itself a further guarantee of their advance, and an element in a financial programme which is framed wisely and well.

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BANKS

NEDERLANDSCHE HANDEL-
MAATSCHAPPIJ.
(NEDERLANDS TRADING SOCIETY).
ESTABLISHED 1824.PAID UP CAPITAL FL. 45,000,000 (£3,750,000)
RESERVE FUND FL. 5,782,884.84
(about £479,407)HEAD OFFICE: AMSTERDAM.
HEAD-AGENCY: BATAVIA.
Branches: Singapore, Penang, Shanghai,
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THE UNION OF LONDON AND SMITHS BANK,
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collection Bills of Exchange, issues letters of
credit on its Branches and Correspondents in
the East, on the Continent, and in Great
Britain, America, and Australia, and transacts
Banking Business of every description.
INTEREST ALLOWED.
On Current Accounts 2% per annum on daily
balances.
On Fixed Deposits 12 months 4 1/2% per annum.
do. 6 months 4% do.
do. 3 months 3 1/2% do.
J. L. VAN HOUTEN, Agent,
Hongkong, 16th July, 1908.

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP, S.M. Tals 7,500,000

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BANK, LIMITED.
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INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
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A. KOHN,
Manager.
Hongkong, 4th December, 1907. 24THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE: LONDON.PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,525,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000INTEREST allowed on Current Account
at the rate of 2 per cent. per annum on the
Daily balance.
On Fixed Deposits for 12 months 4 per cent.
for 6 months 3 1/2% do.
for 3 months 3% do.
JOHN ARMSTRONG,
Manager.
Hongkong, 14th May, 1908. 115THE MERCANTILE BANK OF
INDIA, LIMITED.AUTHORISED CAPITAL £1,500,000
SUBSCRIBED £1,125,000
PAID-UP £520,000
RESERVE FUND £210,000BANKERS:
LONDON JOINT STOCK BANK, LIMITED.INTEREST allowed on Current Accounts
at the rate of 2 per cent. per annum on
Daily balance.
On Fixed Deposits:
For 12 months 4 per cent.
For 6 months 3 1/2% do.
For 3 months 3% do.
EVAN ORMISTON,
Manager.
Hongkong, 23rd April, 1908.THE
YOKOHAMA SPECIE BANK
LIMITED.CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS Yen 15,100,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES:
Tokyo, Kobe, Osaka,
Nagasaki, London, Lyons,
New York, San Francisco, Honolulu,
Bombay, Shanghai, Hankow,
Canton, Tientsin, Peking,
Newchwang, Dairen, Port Arthur,
Antung, Lioyang, Mukden,
Tieling, Chang Chun.HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per annum on the daily balance.
On fixed deposits for 12 months 5 1/2% per annum.
do. 6 months 5% do.
do. 3 months 4 1/2% do.
TAKAO TAKAMICHI,
Manager.
Hongkong, 19th September, 1908. 524

BANKS

THE BANK OF TAIWAN, LIMITED
(INCORPORATED BY SPECIAL IMPERIAL
CHARTER).Capital Subscribed (paid-up) Yen 5,000,000
Reserve Fund Yen 1,400,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:
Amoy, Kobe, Tainan,
Anping, Nagasaki, Tamsui,
Keelung, Osaka, Tokyo,
Keelung, Shanghai, Yokohama,
Swatow.HONGKONG OFFICE:
3, DES VEUZ ROAD.
Interest allowed on Current Account.
Deposits received on terms which may be had
on application.
D. TCHOW, Manager.
Hongkong, 16th September, 1908. 738INTERNATIONAL BANKING
CORPORATION.CAPITAL PAID UP Gold \$3,250,000.
= about Mex. \$7,322,222.
RESERVE FUND Gold \$3,250,000.
= about Mex. \$7,322,222.HEAD OFFICE: 60 Wall Street, New York.
LONDON OFFICE: Threadneedle House, E.C.LONDON BANKERS:
BANK OF ENGLAND.NATIONAL PROVINCIAL BANK OF ENGLAND
LIMITED.

THE CAPITAL & COUNTRIES BANK, LIMITED

BRANCHES AND AGENTS all over the World.

The Corporation transacts every description
of Banking and Exchange business, receives
money, Current Account at the rate of
2% per annum on Daily balances and accepts
Fixed Deposits at the following rates:
For 12 months 4 1/2% per cent. per annum.
For 6 months 4% do.
For 3 months 3 1/2% do.
No. 9, Queen's Road, Central, Hongkong.
W. M. ANDERSON,
Manager.
Hongkong 8th April, 1908. 1103HONGKONG AND SHANGHAI
BANKING CORPORATION.PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS:
SILVER \$15,000,000 at 2/6 = \$15,000,000
SILVER \$14,000,000

RESERVE LIABILITIES OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
E. SHELLEY, Esq., Chairman.
Hon. Mr. W. J. GIBSON, Deputy Chairman.
Hon. Mr. G. R. BROOKES, Esq.,
Hon. Mr. C. R. LORIMER, Esq.,
Hon. Mr. C. S. GABBY, Esq.,
Hon. Mr. H. A. W. SLADE,
Hon. Mr. H. E. TOMKINS, Esq.CHIEF MANAGER:
Shanghai—W. ADAMS ORAM.MANAGER:
Shanghai—W. ADAMS ORAM.LONDON BANKERS—LONDON AND COUNTRY
BANKING COMPANY, LIMITED.HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per
cent. per annum on the daily balance.
On Fixed Deposits:
For 12 months 4 1/2% per cent. per annum.
For 6 months 4% do.
For 3 months 3 1/2% do.
J. R. M. SMITH,
Chief Manager.
Hongkong, 22nd August, 1908. 30

HONGKONG SAVINGS BANK

THE Business of the above Bank is
conducted by the HONGKONG AND
SHANGHAI BANKING CORPORATION.
Rules may be obtained on application.
INTEREST on deposits is allowed at 3 1/2
per cent. per annum.
Depositors may transfer at their option
balances \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1907. 21NEDERLANDSCH-INDISCHE
HANDELSBANK
(NEDERLANDS INDIA COMMERCIAL BANK)

ESTABLISHED 1863.

Authorised Capital FL. 15,000,000 (£1,250,000)
Subscribed Capital FL. 10,000,000 (Paid up)
Reserve Fund FL. 2,200,517.37 (£183,376)HEAD OFFICE: AMSTERDAM.
SUB-OFFICE: THE HAGUE.
HEAD AGENCY: BATAVIA.BRANCHES at: Singapore, Sourabaya,
Samarang, Indramajoe, Bandong and
Wetvreden.CORRESPONDENTS at: Cherbon, Togs,
Pessalong, Macassar, Pontanek, Padang,
Medan, Penang, Rangoon, Calcutta,
Bombay, Madras, Colombo, Karachi,
Djodjah, Bangkok, Saigon, Shanghai.BANKERS:
THE WILLIAMS & DOUGLASS BANK,
London; SWISS BANK CORP.,
Paris; COMPTOIR NATIONAL D'ESCOMPTE DE
PARIS.
Berlin: DEUTSCHE BANK.
Brussels: BANQUE DE PARIS ET DES PAYS BAS.
Vienna: UNION BANK.
Rome: BANCA COMMERCIALE ITALIANA.THE BANK buys and sells and receives for
collection Bills of Exchange, issues Letters of
Credit payable in all important places of the
World and transacts every description of
Banking and Exchange business.
INTEREST ALLOWED.
On Current Account at the rate of 2% per
annum on the Daily Balance.
On Fixed Deposit: 12 months 5 1/2% per annum.
do. 6 months 5% do.
do. 3 months 4 1/2% do.
O. WOODRING, Manager.
No. 16, Des V. Road Central.
Hongkong, 19th August, 1908. 261

SCHOOL "FORMS."

GRADUAL ABOLITION OF THE OLD GROUPING.

The tendency of the organization of a
modern secondary school is to divide the boys or
the girls into different sets for different subjects.
This method of classification has now superseded
to a large extent the old "Form" system.The exact form of the annual report of the
London County Council on Higher Education,
and at first sight, remarks a London contem-
porary, it seems to strike at the very root of the
famous old organization of English school life.But its soundness is patent on closer examination.
The report, it is true, deals only with secondary
schools under, or aided by, the County Council.
The "Shell" promotion into which the "Sixth"
received when school life was in its infancy, and
which public schools still stand unshaken, and
unshaken will remain for some years. But
they are undoubtedly threatened. Modern
methods of education, scientific methods,
progressive methods, are perhaps more openly
hostile to the stereotyped "Form" than to
any other of the old systems they mean to break.

WYLLS OF THE FORM SYSTEM.

The "Form" is admirable for the spirit of
esprit de corps it inculcates, for the advantages
in dignity and freedom promotion to each
higher "Form" holds out. But it is perni-
cious in as many ways as it is desirable. Brown
gets his remove, we will say, from the Upper
Third to the Lower Fourth. He must jump the
span that separates the curriculum of the two
classes, and this is the point made by the New
Education—he must jump it in every subject.
Classics may be the subject that has earned him
promotion. But he may be thoroughly weak in
"Maths" or in French. He has always
found difficulty with these subjects as taught
in the Upper Third; yet he has now to struggle
with the higher standard of the Lower Fourth.One of two things must happen. Either the
Form is kept back to and hampered by Brown's
deficiency, or Brown is left by the master to
push along as best he can within the Form
steadily advances. The latter is by far the
more likely and the more usual. Brown
steadily loses ground in these subjects which
he is never likely to make up, and the efforts
he expends on them is bound to have a detri-
mental effect on his other studies.The new education, as practised in these
secondary schools, and, be it noted, in many of
our lesser public schools, recognizes the evil
of this system and seeks to remedy it by placing
boy or girl not in one Form for all subjects,
but in a Form for each adequate to the pupil's
requirements in that subject.

THE OLD SPIRIT, BUT THE NEW WAY.

Nor need the admirable Form spirit be quite
lost. To quote from the report:
"At the same time it is important that the
traditions and discipline which were associated
with the old Form system should not be lost,
and it is, therefore, usual to attach each pupil
to a Form master or mistress. This organiza-
tion is further supplemented in some cases by
the division of the boys or girls into 'houses.'
Thus, in the Hackney Downs Secondary School
for Boys, the headmaster has reorganised the
school in such a way that each boy is attached
to a house-master who is responsible for the
general supervision of his work and for seeing
that he takes his proper share in the games
and social work in the school."We venture to predict that that is the ideal
to which in time all our schools without excep-
tion will come. It is the object of the secondary
schools under the Council to prepare their
pupils for a career in life that will be entered
upon usually at sixteen, sometimes at seventeen
and eighteen. At the present time there is
accommodation for some 33,000 pupils—about
15,000 places being for boys and about 18,000
for girls.

MONTHS—PERHAPS FORTUNES.

A list is given of principal successes obtained
by the Council's scholars in recent years. One
after gaining a junior county scholarship
from Park Chapel School, Camden Town, fol-
lowed this with further scholarships till he
entered at the Royal Naval Engineering College
Keigham. He is now a naval constructor at
Devonport Dockyard. Another, beginning at
Rendlesham Road School, Hackney, entered
Magdalen, Oxford, and ultimately passed into
the Indian Civil Service.

ASIATICS IN THE TRANSVAAL.

The following communication was sent to the
Colonial Secretary of the Transvaal Govern-
ment on July 21st last by Leung Quin, the
chairman of the Transvaal Chinese Association."Sir,—On behalf of the Chinese Association
I have the honour to inform you that in view
of the renewal of persecution against British
Indians for not having obtained licences in accordance
with the Asiatic Act, my association has reviewed
its own position and it has come to the
conclusion that it will not sit still and share
the whatever advantages may accrue from the
sufferings of British Indians without themselves
sharing those sufferings. My association, there-
fore, has decided to advise the Chinese residents
of the Transvaal to continue their trade without
any general dealers or hawkers without any
licences. Those who will apply for hawkers'
licences and in order to bring themselves in a
line with their countrymen, they will have
without licences. This, my association is
aware, is a serious step to take, and yet in view
of the fact that the Government has the Asiatic
communities to surrender the rights of pre-war
Asiatic residents, to surrender the right of
appeal to the Supreme Court, and to surrender
the right of highly educated Asiatics to enter
the country under the Immigrants Restriction
Act, in order to secure peace for my association,
no other course is possible for my association.
My association, however, ventures to trust that
the Asiatic and, in the opinion of my association,
unjust measures that the Government has com-
menced against Asiatics will be stayed and that
justice will be done. As co-signatory with
Messrs. Gandhi and Naidoo to the letter that
was addressed to you from the Fort in January
last, I may state that I signed the letter with vol-
untary registration which complies with the
line was for that reason that the words "the
penalties of" were struck off and the expres-
sion "the Act will not apply" was retained. We
felt that, if the resident Asiatics complied with
voluntary registration, and if such mode of
registration was applicable to those who re-
turned after the compromise, and if the Act
did not apply to such Asiatics, they would be
not left against whom complaints were made
and yet, to my, intense surprise, I find that the
petition signed by the Registrar of Asiatics and
published in the papers, dated the 7th inst.,
instructs the Licensing officers that it has been
decided to retain the Asiatic Act on the
Statute book, and that Asiatics, whether
voluntary registrants or otherwise, must comply
with the requirements of the Asiatic Act in
order to receive their licences. This I hold to
be a direct breach of the compromise."

TRIFLES.

Prof. Chino, the popular Edinburgh surgeon
in his "Looking Back," says that "Great
things almost always have their origin in
little." It may, therefore,
profitable (writes Mr. T. C. Cochrane, in the
Book Monthly) to mark how some of the
great things of literature sprang into being,
not all at once, but slowly, it may be, at the
touch or suggestion of little things, some may
even say the very commonplace things of life.Robert Burns, no doubt, never thought of this
when he wrote his delightful poems on the moor
and the daisy, towards which his attention was
drawn by the harrow to both, wrought by his
ploughshare. Tennyson was reading the "Times"
one day, when an expression in a Crimean letter,
"So many had blundered," stuck to him, and
the whole scene of the charge of the Light
Bridges flashed before his mind's eye, and was
set down in the galloping verse of his "Charge
of the Light Brigade" almost immediately.We all know where Samuel Smiles got his
first suggestion for "Self-Help." Some young
man in Leeds, who met in the interesting and
education, had asked Smiles to talk to him, and
George Stephenson came into these
talks, and it was the interest shown by the
young man in his career that led Smiles to write
his biography. Also material so gathered was
worked up until "Self-Help" took shape and
appeared after the success of the Stephenson
life warranted its publication.In San Lorenzo, the Roman murder
story, part of the manuscript, which gave
the poet the subject for his longest and most
famous poem, the "Ring and the Book." The
volume thus discovered has been reprinted
in America. The poet read it all the way along
the crowded streets of Florence, and over the
Arm Bridge, whither he could track him to his
home of Casa Guidi. Browning thought this
house the best possible investment he could
make with the money Moron had given him
for his volume of 1842.The germ of George Eliot's "Adam Bede"
was an anecdote told to the authoress by her
Methodist aunt about a visit he had once paid
to a condemned criminal, a very ignorant girl,
who had murdered her child and refused to
confess. The aunt remained with her, praying
during the night, and afterwards accompanied
the condemned woman to the place of execution.
George Eliot began to write the story so
suggested, and when completed, Blackwood
offered her £300 for the copyright for four
years. The success of the book was so great
that another £300 was paid, and 16,000 copies
were sold in one year.Tess of the D'Urbervilles was inspired by
the sight of a girl's face. The novelist was
walking down a lane in West Dorset when a
farmer's cart rumbled past in which was seated
the original of Tess. The author never saw
her again, and he wrote the romance
around the girl he wrote.The fancy and imagination
of George MacDonald playing round a
rhyme were the charming tale of "David
Elginbrod," the first successful story of this
post-novelist. Mr. Charles Marry Smith had
repeated the following epitaph in his hearing:
"Here lies Martin Elginbrod;
Have mercy on my soul, Lord God,
As I would do, were I Lord God,
And ye were Martin Elginbrod."Harriet Beecher Stowe, the hard-working
wife of an American divine, had begun to write
sketches in a newspaper, when her sister said
to her, "Now, Harriet, if I could use a pen as
you can, I would write something that would
make the whole nation feel what an accursed
thing slavery is. Harriet promised that she
would try and write something. What she
wrote was the Communion service in the
College Church in Haverhill, like the unrolling
of a picture, the scene of the death of Uncle
Tom passed before her inner vision. So
Tom passed away she affected that it was with
difficulty she could refrain from weeping
aloud. When she got home she wrote down the
vision, the germ of the ever popular "Uncle
Tom's Cabin."Robert Michael Ballantyne started in life as
a clerk with the Hudson Bay Company, and
succeeded his exile and cheered the heart of his
mother in Edinburgh by long journal-like
letters. The letters were collected and published
by Blackwood, and the book met with a fair success.
Eight years afterwards, in 1854, when a partner
in Constable and Co., he encountered William
Nelson, the publisher, who had read his Hudson
Bay book and saw that Ballantyne had the gift
of narrative. He ventured bluntly to suggest
ship at sea. "What if I write a story?"
"What do you think of trying to write a story?"
Ballantyne took the North West of Canada, his
own experience in the Northwest of Canada,
produced "The Young Fur Trader" in 1855.
This was followed by "Ungava, a Tale of
Equatorial Land," and before Ballantyne's
death, in 1894, over 80 volumes had flowed from
his unweary pen.When Mr. J. M. Barrie was doing journalistic
work in London it occurred to him that surely
there was something characteristically original
about his native village. What Barrie saw
and heard of all the world could read. "Tan
Malver" did the same with early recollections
of Perthshire, and with later memories of Logie-
almond, where he was a Free-Church minister
from 1876 to 1877. Those who want to realise
the rough material so idealised in the Dram-
tochty sketches will find a good reflection of it
in the Rev. D. M. Forrester "On the Edge of
the Heather." Here are specimens:
"If ever ye saw a man wif his stockin's
hingin' doon ower the mouth o' his shoon, and
his hair growin' out thro' his bonnet, and a
torn breechin on his horse, be sure that man
comes from Logiealmond!" A certain Wil-
liam Sprang had quarrelled with the factor,
who said "You will never see my face again."
The reply came swiftly, "I don't care, sir,
though I should never see your face again till
the Last Day, and then, well on in the after-
noon!" William was ill in Edinburgh and
afraid he was dying, and would not be buried at
Shapelhill, Logie, and "I'm feared I'm no to
get over't," but I would like to get better enough
to get back to Logiealmond afore I do; for ye
see, it's a bit cheaper travellin' leavin' than dead."

RADIUM WATERING PLACE.

A radium watering place is looked forward
to with great interest in medical and scientific
circles. It will be established by the Austrian
Government next year at Joachimsthal, which
abounds in uran or pitchblende, from which
radium is obtained. Joachimsthal is situated
on the north-western frontier of Bohemia, near
Carlsbad and Marienbad. The springs at
Joachimsthal are stated to contain radioactive
water. Preparation for establishing the baths
will be begun next spring.

TAXATION IN INDO-CHINA.

Much has recently been said as to the part
played by taxation in the recent troubles in
Indo-China, and there has been a tendency in
certain ill-informed quarters to represent the
Annamite as ground down by taxation. M. A.
de Pourville publishes an article in the *Nigra*
that proves by the aid of statistics that the
Annamite has no reason to complain of the
total amount of taxes exacted from his country,
and, indeed, that this is not the cause of his
disaffection.Statistics show that the native of Indo-China
pays 7fr. 93 centimes a head in taxation as
against 12fr. 66 for the Siamese, 9fr. 51 for the
Malay, 15fr. 32 for the Javanese, and 7fr. 50 for
the Hindoo. Moreover, the Annamite is in a bet-
ter position to pay his taxes than any other of the
neighbouring natives, with the exception of the
Burman and Malay, who enjoy special advan-
tages from their geographical position. Taking
the proportion of commerce to population, we
and that Burma is represented by the figure
80, the Straits Settlements 445, Indo-China
365, Siam 295, British India 231, and Java
127. Consequently an equal tax would be
nearly twice as heavily paid in Indo-China as in
British India. The natives indeed have
publicly declared that they have no complaint
to make as to the total amount of taxation
imposed upon them and recognise that it is spent
to the advantage of the country. Against them
quite satisfied with the indirect taxes and do not
complain of a fiscal system which demands from
each native 68 centimes on opium and 81
centimes on alcohol, while the Siamese pays on
these luxuries 4fr. 46 and 1fr. 85 respec-
tively. The total indirect taxation comes to
only 1fr. 90 a head per year. On the other
hand the system of direct taxation is open to
many abuses. Thus the taxation on the rice
fields falls on the soil and not on the product
while the native is entirely lacking in
forethought, and if his harvest fails is totally in-
capable of liquidating his debt to the State.
Similarly the fact that the taxes are collected
twice a year, while in France the tax-payer is
permitted to pay in instalments of twelfths,
presses heavily on an improvident people.It would seem that as far as fiscal measures
are concerned the necessary reforms will be
sufficiently easy of execution, and it is to be
hoped that they be as effective as their
French proposals expect.MITSU BISHI GOSHI KAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT.SOLE PROPRIETORS OF TAKASIMA,
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TOKYO.BRANCH OFFICES: NAGASAKI,
MOJI, KARATSU, WAKAMATSU,
KOBE, OSAKA, SHANGHAI,
HONGKONG, HANKOW.Cable addresses for above, "IWASAKI"
Codes, AI, ABC 5th Ed., Western Union.AGENCIES:—
YOKOHAMA: M. ASADA, Esq.
CHUNKING: Messrs. GSHARING & Co.
MANILA: Messrs. MACDONALD & Co.
For Particulars apply to
H. OISHI,
Manager,
No. 2 Feller Street, Hongkong.
Hongkong, 7th August, 1908. 716THORNE'S
OLD VATTHIS VAT WAS STARTED BY THE LATE ROBERT THORNE
OF GREENOCK AND HAS BEEN SOLD AS SUCH SINCE 1858SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO. LTD.FOR EUROPE & AMERICA,
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A Comprehensive and Complete Record
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NEWS OF THE FAR EAST
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THE CHINA OVERLAND TRADE REPORT,
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"GOLD SEAL"
CONDENSED MILKMADE BY THE ORIGINATORS OF CONDENSED MILK who for 50 YEARS
have devoted all their energies to the production of the HIGHEST QUALITY
SANTARY MILK in which GAIL BORDEN was the Pioneer. A fact worthy of your
consideration.Stands Supreme for PURITY, RICHNESS AND FLAVOUR. WARRANTED
TO KEEP LONGER THAN MILK OF ANY OTHER MANUFACTURE.CONNELL BROS. COMPANY,
Sole Importers
Hongkong, 21st August, 1908. 1083MARTIN'S
APIOL & STEEL
PILLSA French Remedy for all Irregularities. Thousands of
ladies keep a box of Martin's Pills in the house, as they are the best
for any irregularity. They are a truly good medicine, and
administered. They are the only pills that can be taken
at all times, and at all places, and at all ages.These tiny
Capsules
—superior
to Copalba,
Cubeb, and
Infusions—cure
the same diseases as these drugs
in forty-eight hours without
inconvenience.
Each Capsule bears the name
(MIDY)FOR DISEASES OF THE ORGANS
GRIMAULT'S
SYRUP
OF HYPO-PHOSPHITE OF LIME.
Prescribed in France for the last
30 years. It retains its reputation for
Consumption, Obstruction, Coughs,
Colds, Diseases of the Throat,
Lungs, and BRONCHIAL TUBES.

SCOTCH WHISKY.

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of the World

SHIPPING.

ARRIVALS.
Amro, German str., 822, Fremden, 5th Oct.
Holloway, 4th Oct., General and Pige-
Johnson & Co.
CRAIGVAY, British str., 2,874, B. C. Edwards,
5th Oct., Manila, 1st Oct., Dowell & Co.
DEKAWONAN, German str., 1,054, P. Reinwald,
5th Oct., Bangkok 28th Sept., Rice and
Wood-Bitterfeld & Co.
GLENNALLOCH, British str., 2,179, Bainbridge,
5th Oct., Singapore, 30th Sept. General-
Chinese.
KWANTAH, Chinese str., 1,534, Wm. H. Lunt,
5th Oct., Shanghai 2nd Oct., General-
Chinese.
PHEUMENI, British str., 1,986, Scott, 4th
Oct., Saigon, 30th September, General-
Chinese.
SABINE, German str., 573, Freis, 5th
October, Balikpapan 28th September,
Korwin Oil-Meyer & Co.
SHONHUN MARU, Japanese str., 1,303, T. Suruga,
5th October, Shanghai, Foochow, Amoy &
Swatow 29th September, General-Osaka
Shosha Kaisha.

CLEARANCES
AT THE HARBOR MASTER'S OFFICE.
October 5th.
Brazilia, German str., for Haiphong.
Glenloch, British str., for Amoy.
Prometheus, British str., for Singapore.

DEPARTURES.
5th October.
MACHW, German str., for Swatow.
PERING, German str., for Shanghai.
PETCHABURI, German str., for Bangkok.

SHIPPING REPORTS.
The British str. Pheumeni reports: Fresh
S.W. wind to parcels from here to port,
N.E. winds and equally weather.

VESSELS IN DOCK.
October 5th.
ADRIENNE DOCKS.—Drufar, British.
KORONOL DOCKS.—Vergon, H.M.S.
Whiting, U.S.S. Albatross, Montrose, Kiang Ta,
Sierra Leone, Kang Chi, Liki, H.M.S. Uta,
H.M.S. Murchison, H.M.S. Caen.
COSMOPOLITAN DOCKS.—Shimano Maru,
Orl.

VESSELS ON THE BERTH
DOUGLAS STEAMSHIP COMPANY,
LIMITED.

For SWATOW, AMOY & FOOCHOW.

THE Company's Steamship

"HAIMUN."
Captain J. W. Evans, will be despatched for the
above Ports TO-DAY, the 5th inst., at
NOON.

For Freight or Passage, apply to
DOUGLAS LAURENCE & Co.,
General Managers,
Hongkong, 3rd October, 1908. 1307

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

For SYDNEY AND MELBOURNE.
(Calling at Port Darwin, and QUEEN-
SLAND PORTS, and taking through Cargo
to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"EMPIRE."
Captain Hulme, will be despatched as
above on THURSDAY, the 15th October
at NOON.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber which ensures the supply of Fresh Pro-
visions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.
N.B.—To assure the additional comfort of
passengers, the Steamer of the Company have
electric fans fitted in staterooms.

For Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents,
Hongkong, 22nd September, 1908. 1336

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,
AUSTRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR
BARATIA, PERSIAN GULF, CONTINENTAL
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA."
Captain B. W. H. Snow, carrying his
Majesty's Mail, will be despatched from
this for Bombay, &c., on SATURDAY,
the 17th October, at Noon, taking passengers
and cargo for the above port in connection
with the Company's "BETANIAN," 7,000
tons, from Colombo, passengers accommodation
in which vessel is secured before departure
from Hongkong.

Silk and Valuables, all cargo for France
in the for London (under arrangement) will be
transhipped at Colombo to the mail steamer
proceeding direct to Marseilles and London,
other cargo for London, &c., will be conveyed
from Bombay by the R.M.S. "MAJESTY," due
in London on the 28th November, 1908.

Parcels will be received at this Office until
4 P.M. the day before sailing. The cost and
value of all packages are required.
For further particulars, apply to
F. J. ABBOTT,
Acting Superintendent,
Hongkong, 4th October, 1908.

ON SALE.

THE FIFTY YEARS

ANGLO-CHINESE CALENDAR

日曆英中甲子

From 1st JANUARY, 1864 to 31st DECEMBER
1913, BEING FROM THE 1st YEAR OF THE
76th CYCLE TO THE 50th YEAR OF THE
76th CYCLE, THAT IS THE 3RD YEAR OF
TUNG CHU TO THE 39th YEAR OF
KWONG SU.

PRICE \$3 CASH

On Sale at the "HONGKONG DAILY PRESS"
Office, or Agents in all the Ports of the
Far East.

The Book will be sent by Registered Post
(free) to any part of the World unrepresented
by Agents on receipt of Money Order.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k"
nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NOBE	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	On 8th inst., at 10 A.
LONDON, ANTWERP & HAMBURG	MONMOUTHSHIRE	Brit. str.	—	G. E. Warner, R.N.S.	SHEWAN, TOMES & Co.	About 13th inst.
LONDON, HAVRE & ANTWERP	GLENNLOCHY	Brit. str.	—	E. J. Stallard	McGREGOR BROS. & GOW	On 14th inst.
LONDON &c. via USUAL PORTS to CAL.	DELTA	Brit. str.	k.w.	B. W. H. Snow	P. & O. S. N. Co.	On 17th inst., at Noon.
ALEXANDRIA, ANTWERP & HAMBURG &c.	SPERZA	Ger. str.	k.w.	Kotze	HAMBURG-AMERICA LINE	Quick despatch.
HAVRE & HAMBURG VIA STRAITS, &c.	SILSIA	Ger. str.	k.w.	v. Hoff	HAMBURG-AMERICA LINE	On 18th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SAMBIA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERICA LINE	On 18th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SENHAMBIA	Ger. str.	k.w.	Eckhorn	HAMBURG-AMERICA LINE	On 18th inst., at 1 P.
MARSEILLES, &c. via PORTS OF CAL.	VILLE DE LA CROIX	Fr. str.	—	Barillon	MESSAGERIES MARITIMES	On 14th inst., at D'li
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	INABA MARU	Jap. str.	—	Wm. Bainbridge	NIPPON YUSEN KAISHA	Middle of October.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	THAQUEBAR	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 28th inst., at D'li
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HIYACHI MARU	Jap. str.	k.w.	Knael	HAMBURG-AMERICA LINE	Beginning of November.
GENOA, MARSEILLES, ANTWERP & HAMBURG	LUZOW	Ger. str.	—	C. Dewers	MESSAGERIES MARITIMES	To-morrow, at Noon.
GENOA, MARSEILLES, ANTWERP & HAMBURG	ASTORIA	Am. str.	—	Raich	SANDER, WIELER & Co.	About 24th inst.
TRIESTE, &c. via SINGAPORE, &c.	SHIMICA	Brit. str.	—	Isafarlane	DODWELL & Co., Ltd.	On 13th inst., at Noon.
NEW YORK & BOSTON	INDRANI	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 19th inst.
NEW YORK VIA SUEZ CANAL	PATHAN	Brit. str.	—	—	DODWELL & Co., Ltd.	On 31st inst.
NEW YORK	EMPRESS OF INDIA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 17th inst., at 4 P.
VANCOUVER VIA SHANGHAI JAPAN, &c.	GLENFARG	Brit. str.	2 m.	B. C. Edwards	CANADIAN PACIFIC R. Co.	On 10th Nov., at Noon.
VANCOUVER VIA SHANGHAI JAPAN, &c.	CRAIGVAY	Brit. str.	1 m.	B. C. Edwards	DODWELL & Co., Ltd.	On 8th inst.
VICTORIA, B.C. & TACOMA VIA JAPAN	SHINANO MARU	Jap. str.	—	K. Kawata	NIPPON YUSEN KAISHA	On 13th inst., at 4 P.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	TANGO MARU	Jap. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 27th inst., at 4 P.
AUSTRALIAN PORTS VIA MANILA	PERNE WALDENAR	Jap. str.	—	W. von Senden	MESSAGERIES MARITIMES	On 8th inst., at 5 P.
AUSTRALIAN PORTS VIA MANILA	TAIWAN	Brit. str.	1 m.	L. Dawson	HUTTENFELD & SWIRE	On 10th inst., at 4 P.
AUSTRALIAN PORTS VIA MANILA	EMPER	Brit. str.	—	P. T. Holmes	GIBB, LIVINGSTON & Co.	On 15th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 30th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 27th Nov., at Noon.
Kobe & YOKOHAMA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 16th inst., at 5 P.
Kobe & YOKOHAMA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 28th inst., at Noon.
Kobe & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Koops	JAVA-CHINA-JAPAN LINE	Quick despatch.
JAPAN	AMIRAL OLEY	Fr. str.	—	Kenzie	BUTTERFIELD & SWIRE	On 13th inst.
CHINGWANGTAO, JAPAN, AMERICA, &c.	NANCHANG	Brit. str.	1 m.	G. Roth	MESSAGERIES MARITIMES	On 8th inst., at 4 P.
NEWCHWANG	PRINCESS ALICE	Ger. str.	—	T. Suruga	OSAKA SHOSHUN KAISHA	About 7th inst.
PANG HAI, NAGASAKI, Kobe & YOKOHAMA	CHOSHUN MARU	Jap. str.	—	A. E. Sandbach	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at 9 A.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	HANGSANG	Brit. str.	—	A. F. Vine, R.N.S.	P. & O. S. N. Co.	On 9th inst., at Noon.
SHANGHAI	POONA	Brit. str.	—	Broo	NIPPON YUSEN KAISHA	About 11th inst.
SHANGHAI, MOI, Kobe & YOKOHAMA	POLYNESIAN	Fr. str.	—	C. L. Daniel	MESSAGERIES MARITIMES	About 12th inst.
SHANGHAI, Kobe & YOKOHAMA	ASSATE	Brit. str.	k.w.	Eckhorn	HAMBURG-AMERICA LINE	About 15th inst.
SHANGHAI, Kobe & YOKOHAMA	SENEGAMBIA	Ger. str.	k.w.	T. Arakawa	NIPPON YUSEN KAISHA	On 18th inst.
SHANGHAI, Kobe & YOKOHAMA	KIGESIMA MARU	Jap. str.	k.w.	Brehmer	HAMBURG-AMERICA LINE	On 23rd inst.
SHANGHAI, YOKOHAMA & Kobe	SITHONIA	Ger. str.	1 m.	—	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at Noon.
SHANGHAI, YOKOHAMA & Kobe	FOOKANG	Brit. str.	1 m.	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI, YOKOHAMA, Kobe & MOI	TAIWAN	Dut. str.	—	—	OSAKA SHOSHUN KAISHA	On 14th inst., at 10
SHANGHAI & JAPAN	SHOSHU MARU	Jap. str.	—	I. Sekine	OSAKA SHOSHUN KAISHA	On 11th inst., at 10
ANPING VIA SWATOW & AMOY	DAIWIN MARU	Jap. str.	—	H. A. Wall	BUTTERFIELD & SWIRE	To-day, at 2 P.M.
TAMSWI VIA SWATOW & AMOY	KUKIANG	Brit. str.	1 m.	J. W. Evans	DOUGLAS LAURENCE & Co.	On 5th inst., at 4 P.
SWATOW & SHANGHAI	HEICHOW	Brit. str.	1 m.	E. Forsyth	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SWATOW, AMOY & FOCHOW	SUNKIANG	Brit. str.	1 m.	G. H. Pennefather	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SWATOW, WEI HAIWEI, CHEFOO & NIENTSIN	TEAN	Brit. str.	1 m.	A. W. Outerbridge	JARDINE, MATHESON & Co., Ltd.	On 9th inst., at 4 P.
MANILA, CEBU & ILOILO	LOONGKANG	Brit. str.	—	R. W. Aldred	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at Noon.
MANILA	ZAFIRO	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at Noon.
MANILA	YUENANG	Brit. str.	—	F. Sembl	MESSAGERIES MARITIMES	Middle of October.
MANILA	RUEI	Brit. str.	—	M. Winckler	CARLOWITZ & Co.	On 10th inst., at Noon.
MANILA	DOENKO	Ger. str.	—	M. B. Lake	NIPPON YUSEN KAISHA	On 14th inst.
MANILA	ISORIA	Ital. str.	—	Pandi F.	JARDINE, MATHESON & Co., Ltd.	On 9th inst., at 1 P.
MANILA	TOTOMI MARU	Jap. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
MANILA	NAMSANG	Dut. str.	—	—	—	—
MANILA	TUPANAS	Dut. str.	—	—	—	—

NORTHERN PACIFIC LINE.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the
United States of America and Canada and also for the Principal Ports in Mexico
and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE, YOKKAICHI, AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
CRAIGVAY	4,415	B. C. Edwards	On 9th October.
STYRIC	6,235	W. Shotton	On 10th November.
RUMERIC	6,235	F. S. Cowley	On 1st December.
YEDDO	4,563	G. B. McGill	On 22nd December.

These Steamers are specially fitted for the carriage of Asiatic Stevedore Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,

GENERAL AGENTS,
QUEEN'S BUILDINGS.

Hongkong, 26th September, 1908.

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL

Lines.

FOR

NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.

MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE.

KUDAT & SANDAKAN.

For further particulars apply to

NORDDEUTSCHER LLOYD,

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 26th September, 1908.

CANADIAN PACIFIC RAILWAY

COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

The ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days
Across the Pacific in the "EMPERESS LINE," Flying 5 to 10 days Ocean Travel.

12 DAYS YOKOHAMA to VANCOUVER.
21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S. LEAVE HONGKONG. ARRIVE VANCOUVER.

"EMPERESS OF INDIA" 8,000 " SATURDAY, 17th Oct. 7th Nov.

"EMPERESS OF JAPAN" 8,000 " SATURDAY, 7th Nov. 28th Nov.

"EMPERESS OF CHINA" 3,700 " TUESDAY, 10th Nov. 8th Dec.

"EMPERESS OF INDIA" 8,000 " SATURDAY, 28th Nov. 19th Dec.

"EMPERESS OF INDIA" 6,163 " SATURDAY, 12th Dec. 5th Jan. 09

"EMPERESS OF INDIA" 6,000 " SATURDAY, 28th Dec. 16th Jan. 09

"EMPERESS" Steamships will depart from HONGKONG at 4 P.M.

S.S. "EMPERESS" and "EMPERESS" at 12 Noon.

S.S. "EMPERESS" is a Freighters only and does not carry Passengers.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at QUEBEC with the Co.'s NEW ATLANTIC "EMPERESS" Steamships,
14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York 271.10

Intermediate on Steamers } 240, " 242,
and 1st Class Railways }

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing
the American Continent by Canadian, Pacific direct Line.

R.M.S. "EMPERESS" carries intermediate Passengers only, at Intermediate rates
affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Service, and to European Officials in the Service of China
and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Prays, opposite Blake Pier.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA
SHANGHAI.

FOR

SHANGHAI, KOBE & YOKOHAMA

MARSEILLES VIA PORTS

SHANGHAI, KOBE & YOKOHAMA

MARSEILLES VIA PORTS

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta,
Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
Through Tickets to London, via Paris, from 227 10s. up to 271 10s. 20 hours Railway
from Marseilles to London. Interpassengers meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,
Queen's Building.

Hongkong, 5th October, 1908.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE

ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY

VIA SINGAPORE AND PENANG.

Having connection with Company's Mail

Steamers to PORT SAID, MESSINA,

NAPLES, LEOHORN and GENOA, also

VENICE and TRIESTE, all MEDITER-

RANEAN, ADRIATIC, LEBANTINE and

SOUTH-AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rates to PERSIAN

GULF and BAGDAD, also BARCELONA,

VALENZA, ALICANTE, ALMERIA and

MALAGA.)

THE Steamship

"ISCHIA."

Captain Belaito, will be despatched as above

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, PORT SAID and MARSEILLES.	NORE Capt. G. Phillips	10 A.M. 8th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA.	POONA Capt. A. F. Vign, R.N.R.	About 11th Oct.	Freight only.
SHANGHAI	ASSAYE Capt. C. L. Daniel	About 15th Oct.	Freight and Passage.
LONDON via USUAL PORTS OF CALL.	DELTA Capt. B. W. H. Snow	17th Oct. Oct.	See Special Advertisement.

For further Particulars apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 6th October, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW and SHANGHAI	"KUNGLANG"	On 6th Oct. 2 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 6th Oct. 4 P.M.
NEWCHANG	"SUNGKIANG"	On 6th Oct. 4 P.M.
SWATOW, WELHAIWEI, CHEFOO and TIENSIN	"NANCHANG"	On 8th Oct. 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transit for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.	"HUICHOW"	On 8th Oct. 4 P.M.
MANILA STEAMERS & TIENSIN STEAMERS have superior Passenger accom- modation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.	"TAIYUAN"	On 10th Oct. 4 P.M.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light through-
out and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked
through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo
on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCTION SALOON, SINGAPORE, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—
Hongkong, 6th October, 1908.BUTTERFIELD & SWIRE,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"HANGSANG"	Friday, 9th Oct. Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Friday, 9th Oct. 1 P.M.
MANILA	"LOONGSANG"	Friday, 9th Oct. 4 P.M.
MANILA	"YUENSANG"	Friday, 16th Oct. 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Wednesday, 25th Oct. Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for
Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing
a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout
with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chafes, Tientsin
and Newchwang.

Telephone No. 61

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
Hongkong, 6th October, 1908.

GENERAL MANAGERS.

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
SHANGHAI via SWATOW, AMOY & FOCHOW	"CHOSHUN MARU" Capt. T. SUGIURA	THURSDAY, 8th Oct. at 9 A.M.
TAMSIU via SWATOW & AMOY	"DAIJIN MARU" Capt. I. SAKURAI	SUNDAY, 11th Oct. at 10 A.M.
ANPING via SWATOW & AMOY	"SHOSHU MARU" Capt. ICHII	WEDDAY, 14th Oct. at 10 A.M.

A Reduction of 20 Per Cent. will be made on First and Second Class Fares to
Fochow, until further Notice.

These new Steamers have excellent accommodation for First and Second Class
Passengers and are fitted throughout with electric light. First-class Cabins Amidships
Unfurnished Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch
Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 6th October, 1908.

T. ARIMA, Manager.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR ALEXANDRIA, ANTWERP & HAMBURG:
S.S. SENEGAMBIA ... 16th Oct.	S.S. SPEZIA ... About 28th Sept.
S.S. SITHONIA ... 23th Oct.	FOR HAVRE & HAMBURG:
S.S. SCANDIA ... 30th Nov.	S.S. SILEZIA ... 18th Oct.
S.S. BRISGAVIA ... 18th Nov.	S.S. SAMBIA ... 31st Oct.
S.S. C. FERD. LAEISZ ... 11th Dec.	S.S. SENEGAMBIA ... 15th Nov.
S.S. ISTRIA ... 17th Dec.	FOR GENOA, MARSEILLES, ANTWERP & HAMBURG:
S.S. SAXONIA ... 27th Dec.	S.S. LIBERIA ... About beg. of Nov.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 2nd October, 1908.

HONGKONG-MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 10th Oct. Noon.
RUBI	2540	R. W. Almond	Manila	On 17th Oct. Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 5th October, 1908.

EAST ASIATIC CO., LD., COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD., GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
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PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID.	INABA MARU Capt. Wm. Baillbridge, Tons 6189	WEDDAY, 14th Oct. at Daylight
VIETORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKOHAMA.	ETACHI MARU Capt. F. E. Cope, Tons 6715	WEDDAY, 23rd Oct. at Daylight
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, and BRISBANE.	SHINANO MARU Capt. K. Kawara, Tons 6353	TUESDAY, 13th Oct. at 4 P.M.
BOMBAY via SINGAPORE, COLOMBO and YOKOHAMA.	TANGO MARU Capt. Wm. Thompson, Tons 7463	TUESDAY, 27th Oct. at 4 P.M.
KOBE and YOKOHAMA.	KUMANO MARU Capt. N. Mathieson, Tons 5076	FRIDAY, 27th Nov. at Noon
SHANGHAI and KOBE.	YAWATA MARU Capt. T. Sekine, Tons 3817	FRIDAY, 14th Oct. at Noon
NAGASAKI, KOBE and YOKOHAMA.	YAWATA MARU Capt. T. Sekine, Tons 3817	FRIDAY, 18th Oct. at Noon
SHANGHAI and KOBE.	KAGESHIMA MARU Capt. T. Arakawa, Tons 4637	SUNDAY, 18th Oct. at Noon
YOKOHAMA.	YAWATA MARU Capt. T. Sekine, Tons 3817	WEDDAY, 28th Oct. at Noon

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Hongkong 5th October, 1908.

T. KUSUMOTO,
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Hongkong, 18th September, 1908.

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SHIPPING IN PORT.

STEAMERS.	SAILING VESSELS.
ALBION, German str., 3,370, John Ernest, 29th Sept.—Portland and Moji 24th September, Fion—R. A. S. S. Co.	WAKAMIA MARU, Japanese str., 1,947, T. Yamawaki, 3rd October—Bombay and Singapore, 26th September, General— Nippon Yusen Kaisha.
AMANT, British str., 1,588, C. J. Matlock, 30th September—Hong Kong 28th September, Coal —Jardine, Matheson & Co.	WYAT CUSTLE, British str., 2,700, McDonnell, 1st October—New York 24th Aug. Oil— Shewan, Tomes & Co.
BRASILIA, German str., 3,996, W. Schwing- hammer, 4th Oct.—Shanghai 1st October, General—Hamburg-Amerika Linie.	YOCROW, British str., 1,308, Brown, 24th Sept. —Amoy 22nd Sept. General—Butterfield & Swire.
CATHERINE APOLAS, British str., 1,730, W. D. A. Thomas, 23rd Sept.—Calcutta & Strait, 8th September, General—D. Sassoon & Co.	SAILING VESSELS. EOLIPSE, British 4-masted bark, 2,968, James White, 18th Aug.—New York 26th April, Case Oil—Standard Oil Co.
CHOISING, German str., 1,021, Busch, 23rd September—Bangkok 23rd September, Rice—Butterfield & Swire.	INTERPOLAR, British ship, 2,481, Stewart, 8th June—San Francisco 5th April, Case Oil— Standard Oil Co.
DAKOTAN, British str., 2,592, Ross, 23rd Sept. —San Francisco 1st Sept., Kerosine oil— Standard Oil Co.	KING GEORGE, British ship, 2,037, Theodor, 2nd July—New York 12th March, Case Oil— Standard Oil Co.
DEUTAR, Norwegian str., 1,102, J. Bing, 29th Sept.—Bangkok 21st September, Rice— Assorted Thoresen & Co.	LYNDHURST, British 4-masted bark, 2,500, Parnell, 14th September—Bangkok 25th August, Case Oil—Standard Oil Co.
FITZPATRICK, British str., Williams, 10th Sept.—Penang 30th Aug. General—Order.	HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.
GEMANIA, German str., 1,000, Fliegel, 21st September—Sydney 8th August, Copra— Slomson & Co.	Alacrity, despatch-boat, 700 tons, 10 guns, 3900 h.p., Com. C. T. Fuller, Wosung Astoria, 2nd-class cruiser—4360 tons, 10 guns, 7000 h.p., Captain F. E. C. Ryan, Christmas Island
HALE, French str., 377, O. A. Hoeg, 2nd October—Hainan 1st October, General and Pigs—A. E. Marty.	Bedford, British cruiser, Capt. S. E. Erskine, R.N., Miyazaki
HAIMUR, British str., 636, J. W. Evans, 3rd Oct.—Fochow 30th Sept., Amoy 1st Oct., and Swatow 2nd, General—Douglas, Lap- raik & Co.	Bramble, gunboat, 710 tons, 900 h.p. Lieut- Comdr. Hon. R. O. D. Bridgman, Yangtze
HARBART, British str., 2,418, C. E. Bignell, 20th September—Mororan and Moji 14th September, Coal—Order.	Britomart, gunboat, 710 tons, 900 h.p. Lieut- Comdr. E. B. Noble, Yangtze
HELANE, German str., 771, J. Jessen, 24th Sept.—Swatow 23rd September, General— Jessen & Co.	Cadmus, British ship, 1070 tons, Comdr. H. L. P. Heard, Hongkong
HELVETIA, British str., 2,567, J. W. Martin, 18th September—from Changhai—Lap- raik & Co.	Chloe, British ship, 1070 tons, Comdr. C. T. Borrett, Hongkong
HONGKONG MARU, Japanese str., 3,453, H. S. Smith, 26th September—San Francisco 29th Aug. General—Toyo Kisen Kaisha.	Crescent, cruiser, 3,700, C. F. Henderson, Hongkong
HUICHOW, British str., 1,217, E. Forsyth, 1st October—Tientsin 22nd Sept., General— Butterfield & Swire.	Fame, torpedo-boat destroyer, 310 tons, 6 guns, 5700 h.p., Lieut-Comdr. Gresson, Wei-hai-wei
ICHANG, British str., 1,225, Taubben, 1st Oct. —Wuhu 26th Sept., Rice—Butterfield & Swire.	Flora, 2nd class cruiser, 4360 tons, 10 guns, —7000 h.p., Capt. Roland Nugent, Shanghai
KIUKIANG, British str., 1,228, H. A. Warrell, 30th September—Shanghai Sept., 26th and Swatow 29th, General—Butterfield & Swire.	Handy, torpedo-boat destroyer 295 tons, 6 guns, 4000 h.p., Lieut-Comdr. B. J. D. Gay, V.C., Wei-hai-wei
KOWLOON, German str., 1,447, A. Enigk, 2nd October—Kantsu 25th Sept., General— Hamburg-Amerika Linie.	Hart, torpedo-boat destroyer, 295 tons, 6 guns, 4000 h.p., Lieut-Comdr. G. C. Dickens, Wei-hai-wei
MANDARIN MARU, Jap. str., 3,746, Shimidzu, 1st Oct.—Moji 25th Sept., Coal—Mitsui Bussan Kaisha.	Janus, torpedo-boat destroyer, 320 tons, 3 guns, 3900 h.p., Lt-Comdr. C. A. Freeman, Wei-hai-wei
MARIE, German str., 1,139, Christiansen, 20th September—Salina Cruz 11th Aug., Ballast —China Commercial Steamship Co.	Kent, armoured, 9800 tons, 14 guns, 22000 h.p., Capt. G. C. A. Marston, Miyazaki
MINNESOTA, American str., 13,323, Chas. Austin, 29th Sept.—Seattle 29th August General—Nippon Yusen Kaisha.	King Alfred, British cruiser, 3rd ship of Vice Admiral the Hon. Sir Heworth Lambton, Commander in Chief, 14100 tons, Capt. L. Clinton Baker, Miyazaki
MONTANES, American str., 211, C. Camus, 4th September—Manila 1st Sept., Ballast— Master.	Kinsha, river gunboat, 610 tons, Lieut-Comdr. T. J. S. Lye, Yangtze
MYRTLEBONE, British str., 1,620, Leighton, 1st October—Moji 26th September, Coal— Bradley & Co.	Martin, surveying ship, 1090, tons, 6 guns, 1400 h.p., Comdr. F. H. Walter, Jassalon
NANSANG, British str., 1,495, F. M. B. Laka, 3rd October—Moji 28th Sept., General— Jardine, Matheson & Co.	Monmouth, cruiser, 9800 tons, Capt. G. W. —Smith, Miyazaki
NAKPA, British str., 9,015, W. Cap. Lyett, 2nd October—Moji 26th Sept., General— Butterfield & Swire.	Moorhen, river gunboat, 180 tons, 2 guns, Lieut-Comdr. C. O. Watson, Hongkong
ORIEL, British str., 2,206, Maddrell, 24th Sept. —Moji 17th Sept., Coal—Bradley & Co.	Nightingale, river gunboat, 85 tons, 240 h.p., Lieut-Comdr. R. S. Roy, R.N., Yangtze
PREHANN, German str., 1,021, Fr. v. Mangels- dorf, 2nd October—Bangkok 25th Sept., Rice—N. D. L.	Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6300 h.p., Paid off
PROMETHEUS, British str., 2,583, Geo. Moir, 4th October—Shanghai 1st Oct., General— Butterfield & Swire.	Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut-Comdr. J. White, West River
RAJABURI, German str., 1,189, H. Bremer, 2nd October—Swatow 1st October, General— Butterfield & Swire.	Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut-Comdr. H. B. Tickell, West River
SHIMANO MARU, Japanese str., 3,968, K. Kawara, 4th October—Shanghai 1st Oct., General—Nippon Yusen Kaisha.	Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut-Comdr. Alan Dixon, Yangtze
SIBERIA BLANCA, British str., 2,338, H. de Gruchy, 24th September—Iloilo and Manila 17th September, General—Order.	Taku, torpedo boat destroyer, Gunther Barlow, —Hongkong
SPEZIA, German str., 3,781, Paas, 27th Sept. —Manila 20th Sept., General—Hamburg- Amerika Linie.	Tamar, receiving ship, 4600 tons, 6 guns, Lieut-Comdr. R. S. Stokes, Hongkong
SUTSANG, British str., 1,776, W. D. Welsh, 2nd October—Chefoo 24th September—China Commercial & Co.	Ted, river gunboat, 180 tons, 2 guns, Lieut- Comdr. H. R. Godfrey, Yangtze
SUNGKIANG, British str., 987, Pennefather, 29th Sept.—Iloilo and Cebu 24th Sept., Hamp, Sugar and Copra—Butterfield & Swire.	Thistle, gunboat, 710 tons, 900 h.p., Lieut- Comdr. H. T. Atlay, Yangtze
TAIWAN, British str., 1,042, Martin, 29th Sept. —Shanghai 23rd Sept. General—Chinese.	Virago, torpedo-boat destroyer, 395 tons, 6 guns, 4300 h.p., Commander—Stevenson, Wei-hai-wei
TAKASAKI MARU, Japanese str., 2,943, A. Mooker, 30th Sept.—Moji 24th Sept. Coal and General—Nippon Yusen Kaisha.	Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut-Comdr. H. P. Douglas, Singapore
TEAN, British str., 1,346, Outerbridge, 2nd October—Manila 29th Sept., General— Butterfield & Swire.	Whiting, torpedo-boat destroyer, 380 tons, 5 guns, 5900 h.p., Lieut-Comdr. J. Kiddle, Hongkong
TIPODAS, Dutch str., 2,259, P. Zwart, 27th Sept.—Moji 22nd Sept., General—Java- China Japan Lijn.	Widgeon, gunboat 195, tons, 2 guns, 800 h.p., Lt-Comdr. John F. Knox, Yangtze
TSILUONG, Dutch str., 3,067, Jurriaans, 4th October—Macassar 26th Sept., General— Java-China Japan Lijn.	Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut-Comdr. H. R. V. Cotterill, Dormer, Yangtze
TSUKAT, German str., 1,002, Hasmann, 29th Sept.—Bangkok 21st September, Rice— Butterfield & Swire.	Woodlark gunboat, 150 tons, 2 guns, 550 h.p., Lieut-Comdr. G. R. Livingstone, Yangtze

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